

DAILY EVENING BULLETIN.

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MAYSVILLE, KY., SATURDAY AUGUST 15, 1885.

PRICE ONE CENT.

B. & B.

OUR MIDSUMMER CLEARANCE SALE STILL CONTINUES. ALL SUMMER GOODS MUST BE SOLD. THIS IS NOT IDLE TALK, BUT A CALL WILL CONVINCE YOU THAT WE MEAN WHAT WE SAY.

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BEGINS AT RANSON'S TO-DAY. OUR ENTIRE SUMMER STOCK MUST BE SOLD PRIOR TO RECEIVING FALL GOODS, AND TO ACCOMPLISH THIS, WE WILL OFFER UNPRECEDENTED BARGAINS FOR THIRTY DAYS. CALL EARLY AND SECURE BEST BARGAINS.

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SMITH'S KIDNEY TONIC--TRY IT.

BROOKLYN NAVY YARD.

POLITICS DISREGARDED IN SELECTING THE FOREMEN.

Clocks, Chronometers, Compasses and the Civil Service Rules—A Bad Site for the Observatory on the Potomac—National News—Washington Notes.

WASHINGTON, Aug. 15.—Early in July Secretary Whitney issued an order directing that competitive examinations should be held at the larger navy yards to fill the positions of foremen of the several branches of the service. The result of this examination at the Brooklyn navy yard was determined by Secretary Whitney and Commodore Harmony, chief of yard and docks, who is also acting secretary during the absence of Mr. Whitney. There were 160 applicants for the fourteen different positions, and every man appointed was the first name recommended by the examining Board, without reference to politics. The appointments were made out at the navy department and will be mailed to the commandant at Brooklyn. As usual at such examinations every bit of personal history relating to the applicants was filed with the board of examiners. Hence the politics of the successful applicants can be given, which shows that eight are Democrats, four Republicans, and the politics of two are unknown. The list follows:

James R. McGee, master shipwright, democrat; George McMullen, ship joiner, democrat; Joseph Brown, plumber and cooper-smith, democrat; Alfred J. Sweeney, ship-smith, republican; Titus E. Dodge, master sparmaker, republican; James Furlong, master blockmaker, politics unknown; Charles McWade, master moulder, democrat; John O'Rourke, master boiler maker, democrat; Edward Atwell, master rigger, democrat; George Stayley, master sailmaker, republican (he has been twenty-five years in the yard); Lewis Rhodes, master calker, democrat; John Anderson, foreman machinist, republican (he has been twenty years in the yard); Samuel W. Tompkins, master boat builder, democrat, and Thomas A. Craig, foreman painter, politics unknown.

The navy department has informed the American makers of chronometers that new chronometers will be purchased this fall, and that all dealers wishing to compete must deposit their specimens at the naval observatory before the 1st of January next, when the six months' test will begin. It is expected that over forty of the best makes, with all the improvements now demanded, will be entered for competition. This is something novel and interesting in the history of the naval observatory after its half century of usefulness. The idea, too, of making chronometers literally pass a scientific civil service examination will probably provoke a smile among those who think the new administration is assuming more than it is performing.

It is nevertheless a fact which has excited the greatest interest among the old firms who have been furnishing the navy with chronometers for nearly fifty years on an entirely different basis, while it has encouraged new houses to undertake to compete with the Zonds and Negus, whose names are familiar to every officer of the navy. The firm furnishing the largest number of the accepted clocks under this competitive system will be entitled to a reputation in their line greater than has ever before been attained in this country. The plan by which the successful ones are to be selected is the outgrowth of experiments made at the observatory during the past two years. The importance of a good chronometer to the naval and mercantile marines is too well known to call for a word of explanation.

Two years ago congress made an appropriation for building at the observatory what is called a temperature room for testing chronometers. Before that the instruments for accurately measuring time were merely wound, watched and rated as they run in an apartment kept at nearly even temperature the year round. The improvement provided for enabled the skilled employees at the observatory to give to every chronometer put on a naval vessel its temperature curve, the observations recording variations from forty-five to ninety degrees through six consecutive months of accurate watching. The navigator who daily wound these clocks on shipboard also kept a record of the thermometer, and by the aid of the temperature curve determined each day what would be the mean gain or loss to each instrument even as close as one-tenth of a second.

Those who know the value of such an important aid in sailing the great steamships will appreciate this additional security in making calculation for the course of the ship. When the temperature curve became a part of the record of each tested chronometer, the manufacturers said they could improve them so as to make the records of temperature unnecessary, and all the makers have been and are still trying to perfect the balance wheel by auxiliaries and aids to compensate for changes of temperature. To some extent this has been done, but the improvement has introduced other aberrations, which are so far objectionable in making the clocks unreliable in other respects. These, the manufacturers say, can be entirely overcome, and thus the need of the temperature curve test may be avoided. The incentive is very great, and hence the result of the coming competitive test will be looked for with unusual interest by every officer of the navy and every shipowner.

The influence of cold and heat in changing the speed of a watch or clock is shown to everybody. Those who flatter themselves that they are provided with compensating balance wheels will doubtless be surprised to learn that such valuable timepieces as determine the navigators' calculations have not hitherto aspired to that perfection; and what has not been utilized in the construction of these important pieces of mechanism can hardly be expected in works that sell for \$25 or \$30. The problem still is whether such aids can be incorporated in works of this class and yet maintain their reputation as reliable measures of time.

Congress, at its last session, appropriated \$7,000 for the erection of buildings on the grounds of the naval observatory in which to test compasses used by naval vessels. The latest improvement is the liquid compass, made by a Boston firm, the needle floating in alcohol. The improved magnetic condi-

tion of the needle has also made it equally susceptible to other influences, and the question now is what can be done to increase the standard of accuracy. The object of the new buildings now going up west of the observatory is to provide a place where every compass used on naval vessels can be tested with every refinement known to science to ascertain its reliability. With these facilities and means it is intended to raise the standard higher than ever before.

"When the liquid compass was first introduced it was not long before the sailors discovered that the watery looking substance was alcohol. For lack of something better to intoxicate, the compass liquid was freely taken from the spare compasses kept in the ship's storeroom. Corrosive sublimate is now mixed with the liquid, and each compass bears the legend, 'This liquid contains poison.' The fluctuations of the earth's magnetism will also be carefully observed with the latest improved instruments invented for that purpose. The additional room now provided will take from the navy department much of the material arranged in the bureau of navigation and transfer it to its proper place in the compass testing house.

Tuttle's comet, recently seen at Nice France, has not been seen at the Observatory here. One of the professors, Mr. Frisby, spent some time in the effort to discover it, but the weather was hazy and prevented continued observation. The fact is that the locality of the observatory is becoming more and more unfavorable every year. During last year there were only eighty-eight fair seeing nights, and of this number but very few were such as astronomers naturally expect where an observatory is fixed. The mist from the Potomac is constantly clouding the sky or making the atmosphere hazy.

The filling up of the Potomac flats will only remove one-half of the other cause of complaint, the never ending malaria. The Virginia side will continue as before. The prevailing wind is from the southwest at this season, which is the worst of the year, and every night the observatory building is filled with the clammy miasma swept there from the south bank of the Potomac. The meteorological and climate conditions of the new site on Georgetown Heights, purchased in 1880, are unexceptionable. The only question is when will congress appropriate a sum sufficient for building the new observatory?

Paymaster Tuttle, who discovered the comet bearing his name, is not in the navy now. He is living in retirement near Washington, but naturally takes a lively interest in the return of the celestial visitor named in his honor.

That Cincinnati Judge.

NEW YORK, Aug. 15.—The World's Washington special says: "It is understood from good authority that the letter of the president to a citizen of Cincinnati relative to the appointment of one of the territorial judges had reference to Wm. B. Fleming, of Covington, Ky. From all that can be learned it appears that Fleming was recommended for the judgeship of New Mexico and afterwards a fight was made against him. It was shown to the president that in the first instance the applicant was too young and besides had no training. The appointment was made, however, late in July, and the citizen of Cincinnati, who is a well known lawyer, wrote to the president to protest. There came the famous pronouncement which has given rise to so much debate. These facts were learned from a gentleman who has seen the correspondence, and it is possible that all the communications on the subject may be made public at an early date. The lawyer in Cincinnati expects, however, that his name shall be kept secret."

At Grant's Tomb.

NEW YORK, Aug. 15.—The watchers of Gen. Grant's tomb had a very quiet day. The threatening clouds prevented many from visiting Riverside, and those who did venture out were driven away by violent thunder storms. At 2 o'clock and at 4, the lightning played about the hotel near the tomb, and the rain fell in sheets. A lady from Philadelphia, fainting in the dining room, but soon recovered. A laborer, named O'Brien, was slightly shocked as he stood among a group under a shed. No one else was hurt, but a fine old Linden tree, a few hundred feet down the hill east of the tomb was blasted by lightning from top to bottom. The Fifth artillery soldiers in Camp Grant were as dry in their white tents as they would have been in their Governor's Island quarters.

The Alaska Governor.

PORTLAND, Ore., Aug. 15.—A. P. Swineford, the newly appointed Governor of Alaska territory, arrived here direct from the east. He was accompanied by his staff, composed of Capt. B. Cowles, John McKenna and J. G. Miller. Governor Swineford and party will not sail for Alaska for nearly a month. Meantime the party will visit all points of interest in this portion of the west. Governor Kinkaid, Swineford's predecessor, is now at Seattle, Washington territory, undergoing surgical treatment for a wounded arm. He will at once turn over the office to Governor Swineford.

Wants Elizabeth's Book.

WASHINGTON, Aug. 15.—The Empress of Russia has written an autograph letter to Miss Cleveland, requesting that her book be translated into the Russian language. The empress expresses great admiration for the work, and makes the request on the part of her countrywomen.

The Capitol Syndicate.

GALVESTON, Tex., Aug. 15.—It is evident that the Chicago syndicate who have the contract for building the new Texas capitol are making arrangements to place their large landed possessions in Texas which they receive for the construction of the capitol on the English market. This statement is borne out by the receipt here of the Financial News, a paper published in London, which makes the announcement on the 29th of July that the capitol syndicate lands will be placed on the English market, and in its issue next day it has over a column giving a description of the building, land and contracts. The land is valued at \$3,750,000, making the whole tract worth \$11,250,000.

John Roddy, the Cincinnati policeman, who shot and killed Harry Lindeman, was bound over to the grand jury for murder in the second degree, and held in \$20,000 bail.

SONS OF THE SOUDAN.

THANKS OF THE TORIES TO WOLSELEY AND HIS MEN.

High Compliments Bestowed by Parliament to the Desert Campaigners—The March of the Plague in France, Spain and England—Foreign.

LONDON, Aug. 15.—In the house of lords the Marquis of Salisbury, in moving a vote of thanks to the army and navy for their recent services in Egypt, paid strong tribute to Gen. Lord Wolseley and Gen. Graham and the other officers and soldiers and marines who took part in the Khartoum expedition for the valor, perseverance and high spirit they displayed in the arduous work of the desert campaigns. He also dwelt on the gallantry of the members of the Australian contingent, who, he said, were deserving of special thanks, and on that of the Indian troops and Canadian voyageurs. The prime minister praised in unmeasured terms the valor and devotion of Gen. Gordon and of Gens. Earle and Stewart and the other officers and men who lost their lives during the Soudan war, and fittingly expressed condolence with their relatives and friends. Lord Carrington, moderate liberal, warmly seconded the motion, which was adopted. It was noteworthy that not a single Liberal leader was present in the house of lords during the above proceeding. These absences were much remarked and were considered as a demonstration against the motion.

Sir Michael Hicks-Beach, chancellor of the exchequer, made a similar motion in the house of commons. Speaking of the part taken by the Australians and Canadians in the Khartoum expedition, the chancellor said they had conclusively shown that there existed a strong bond of loyalty between England and her colonies, and that the mother country had in the colonies an element of strength that would serve England well in case of emergency. The Marquis of Hartington seconded Sir Michael's motion, and in his address exonerated Gen. Wolseley from blame for many of the shortcomings of the Soudan campaign, because the circumstances attending or causing them were beyond his control. The marquis praised the Australians and Canadians for their services and the manner in which they were rendered, and said the colonial loyalty proven by these services added new strength to the British empire.

The motion was then adopted.

March of the Plague.

LONDON, Aug. 15.—Thirty-five new cases of cholera and nineteen deaths from the disease were reported in Madrid. Fifteen of the new cases exist in one street. This discovery has caused a sensation, and the authorities are vigorously disinfecting the thoroughfare. There were 4,567 new cases of cholera and 1,629 deaths from the disease reported throughout Spain.

In Madrid fifty new cases and eighteen deaths, and in the provinces eleven new cases and fourteen deaths were reported. Travelers in many districts of Spain are quarantined for periods of from five to twenty days, and undergo great hardships, being lodged in barns or in the open air, and suffering from lack of food. Some villages are strictly cordoned, trenches having been cut to stop travel on the roads, and the villagers threatening strangers and compelling them to leave. The government has ordered the governors of provinces to suppress lazarretos, but the governors are in many instances powerless to carry out the order.

The Spanish authorities removed the land cord on which they established against Gibraltar because of the death there of a person from illness resembling cholera. The inhabitants of Gibraltar are demanding the establishment of an English cordon against Spanish territory, fearing importation of cholera. Spanish ports have all been ordered to establish quarantines against arrivals from Gibraltar.

Despatches from Odessa state that several cases of sickness resembling cholera have occurred in the Odessan suburbs, and that in consequence all arrivals from Marseilles have been prohibited.

Gen. De Courcy telegraphs as follows: "We have fixed our headquarters at Haiphong during the prevalence of cholera. There were seventeen deaths from cholera in Haiphong, and sixty-six persons are down with the disease. We have a large number of volunteer nurses to care for the sick. There is an excellent feeling among the troops."

A British steamship lies quarantined off Mers-el-Kebir, in Algeria, with four cases of cholera on board.

Cholera in France.

MARSEILLES, Aug. 15.—The situation seems to have improved. There are seventeen cases of cholera, but the mayorality hides the exact number of deaths. Thus a lady, thirty-two years old, died of the epidemic; yet her name does not appear on the lists communicated to the newspapers. There are thirty-five patients at the Pharo, many of them in a desperate condition. A panic exists at the lunatic asylum, where there are seven cases. Its director has died of the cholera, and four of the attendants have been seized with it.

Toulon, the condition of which is fairly satisfactory, imposes a quarantine of three days on all vessels sailing hence. There are a few deaths from cholera in the department of the Basses Alpes, particularly at Monosque and Sisteron. There is some alarm at Toulon concerning the arrival of the transport Winhlong, which is expected from Tonquin. This vessel has 200 of the sick of the late campaign and thirty-five deaths have occurred on it during the passage.

The average of departures from Marseilles by railway alone has already increased 2,000 per day. As an instance of the laxness with which the Marseilles sanitary authorities perform their duties, the case of the captain of an English vessel lying at Marseilles may be mentioned. The captain's daughter died of cholera aboard the ship. He at once notified the authorities and requested a disinfection of the vessel. Although at noon thirty hours had elapsed since the girl's death, no official action had as yet been taken concerning the event by the Marseilles authorities.

Cholera in England.

LONDON, Aug. 15.—From Bristol it is

learned that Mr. and Mrs. Cooper, in whose house the sailor from Marseilles died of Asiatic cholera, have both been ill with choleraic symptoms but have recovered. Sanitary officers are daily patrolling that district. All the beds, bedding and furniture in the Cooper house have been removed and burned, and new articles substituted at the cost of the city.

A fatal case, called by the local authorities "English cholera," occurred near Chatterton-on-Tyne, about twenty-two miles northeast of Newcastle. At a meeting of the local union authorities a long communication was read from the local government board on the subject of precautions against cholera. The union resolved to make minute inspection of all parishes in the neighborhood.

The Durham municipal council held a special meeting with a similar purpose and with similar resolves. Much activity is shown in other localities in England. The sanitary laws of New York are much needed here. The Evening Standard, commenting on a recent seizure in New York of unripe fruits, regrets that there is no such procedure in London.

Death Roll.

MADRID, Aug. 15.—There were 3,895 new cases and 1,411 deaths in the cholera infected districts during the past twenty-four hours.

No Rags.

LONDON, Aug. 15.—The importation of rags from France has been prohibited by the British government.

John Ruskin.

LONDON, Aug. 15.—The condition of Mr. John Ruskin is much worse. He passed a very bad night.

Stabbed by an Insane Man.

KINGSTON, Ont., Aug. 15.—Dr. Metcalfe, superintendent of the Rockwood Insane asylum, lies at the point of death. He was the victim of a murderous attack by Patrick Maloney, a lunatic patient. Dr. Metcalfe and Dr. Clark were making their usual inspection and had entered the chronic building, when Maloney made a plunge at Metcalfe. "I thought he was hitting him in the abdomen," said Dr. Clark; "the doctor fell on the floor and acted as though he had been ruptured. Maloney then turned on me, but in a moment I had him pinned against the wall and he was unable to budge. Dr. Clark was not aware that Maloney carried a knife. Dr. Metcalfe had been stabbed several times. One wound was in the thigh, another a slanting inward gash in the abdomen, three inches long and from which the intestines were protruding. Dr. Metcalfe is one of the youngest medical men at the head of any asylum in Canada and has been one of the most successful in the treatment of the insane.

At the Washout.

AMSTERDAM, N. Y., Aug. 15.—A report just received from the breaks on the Central railroad, near Hoffman's ferry, says: "The foreman of the repairing forces promises to have one track (No. 2) in running order by 8 o'clock, but parties just returned from there report this as very doubtful, there being only twenty feet of trestle work built for one track or less than one-sixth, but the workmen claim the twenty-five feet now completed is the most difficult part to accomplish. Over five tons of mail matter was transferred at the break by Superintendent Baker."

Texas Quarantine.

AUSTIN, Tex., Aug. 15.—Governor Ireland has issued a proclamation reciting that it has come to his knowledge that persons from Vera Cruz and possibly other places in Mexico infected with yellow fever are entering this state by way of El Paso, Laredo and other points by railroad and private conveyance in violation of his quarantine proclamation. He declares that quarantine shall be enforced on the Rio Grande against infected places in Mexico. Quarantine stations will at once be established at Laredo and El Paso and inspection made of all incoming trains.

Running Regularly.

NEW YORK, Aug. 15.—Passenger and freight trains over the New York, West Shore and Buffalo railway, are running without interruption, on account of the storms in the Mohawk valley. It is ascertained at the offices of the West Shore road that the reports that their bridges were swept away are untrue. The West Shore escaped serious damage, because their tracks are higher than those of the Central. The iron bridges of the West Shore are the heaviest and more substantial ever constructed in the country.

"Dugged."

NEW HAVEN, Conn., Aug. 15.—While Lieut. A. L. Howard, of Gatling gun fame, was fighting Riel's Half-Breeds, an indignation meeting was held at which Terrance McDonald was a leading spirit. Since Howard's return he has been dugged by McDonald's adherents. Howard notified the chief of police that he was being followed evidently with intent to do him injury. He declined police protection, but stated that if he was assailed the assailant must take the consequences.

Maxwell Enroute.

ALBUQUERQUE, N. M., Aug. 15.—Maxwell passed through here on the 11:30 train bound for St. Louis. He was in irons and closely guarded by two detectives. He was very reticent and was averse to being interviewed, although he said he would prove himself clear.

Run Down by a Train.

HOBOKEN, N. J., Aug. 15.—George and Henry Martels, aged twenty-two and twelve years, driving in a wagon, were run down by an express train and both killed.

Chicago Tickets.

NEW YORK, Aug. 15.—The New York Central Railroad company is selling Chicago tickets, but do not guarantee prompt passage.

Hendricks in the West.

CHICAGO, Aug. 15.—Vice President Hendricks arrived here from New York, and leaves for Waukegan, Wis.

Death of John S. Shipley.

CONYERS, Ga., Aug. 15.—John S. Shipley, for ten years chief supervisor of the Georgia railroad, is dead, aged 65.